

**EXECUTIVE SECRETARIAT****Routing Slip**

TO:

		ACTION	INFO	DATE	INITIAL
1	DCI		X		
2	DDCI		X		
3	EXDIR				
4	D/ICS				
5	DDI				
6	DDA				
7	DDO				
8	DDS&T		X		
9	Chm/NIC				
10	GC				
11	IG				
12	Compt				
13	D/EEO				
14	D/Pers				
15	D/OEA				
16	C/PAD/OEA				
17	SA/IA				
18	AO/DCI				
19	C/IPD/OIS				
20	D/OLL	X			
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SUSPENSE		28 October Date			

**Remarks:**

Please comment to DCI and prepare  
an acknowledgment for his signature.

*[Signature]*  
Executive Secretary  
21 October 1983  
Date

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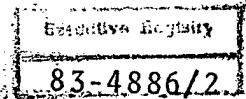
BARRY GOLDWATER  
ARIZONA

# United States Senate

WASHINGTON, D.C. 20510

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INDIAN AFFAIRS



October 17, 1983

The Honorable William Casey  
Director  
Central Intelligence Agency  
Washington, D. C. 20505

Dear Bill:

One evening last week, I had the opportunity of flying the new Gulfstream III, which the Air Force has purchased and which you will shortly ride in. I'm enclosing with this letter a letter from Gulfstream describing briefly a Special Mission Aircraft that can take the place of AWACS. It is not only much cheaper, but it is, with modern electronics, as efficient if not more efficient than AWACS and I just wanted you to be aware of this. It might be that the Intelligence Family would need one or two and I wanted you in on it from the start.

With best personal wishes,

  
Barry Goldwater

OCT 21 1 29 PM '83

DCI  
EXEC  
REG

# News



**Gulfstream Aerospace Corporation**

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GULFSTREAM AEROSPACE CORPORATION LAUNCHES  
PROGRAM TO DEVELOP AWACS AND OTHER  
CAPABILITIES IN SPECIAL MISSION AIRCRAFT

SAVANNAH, GEORGIA, September 7, 1983 -- Gulfstream Aerospace Corporation announced today that it has launched a program to develop a Special Mission Aircraft (SMA-3) model of the Gulfstream III corporate jet with versatile sophisticated electronic capability.

Allen E. Paulson, president and chairman, said, "The SMA-3 Gulfstream program will focus on increasing the Gulfstream III's multi-mission capability to include such sophisticated missions as the Airborne Warning and Control System (AWACS), Anti-Submarine Warfare (ASW), Electronic Intelligence (ELINT), high altitude photo reconnaissance and maritime patrol."

Approved by the corporation's board of directors earlier this month, Paulson said, the SMA-3 Gulfstream -- equipped to electronically simulate the requirements of these sophisticated missions -- could be ready to embark on a global demonstration tour late next year.

"A fully-equipped SMA-3 Gulfstream that would be capable of conducting a package of sophisticated electronic missions could be available within three years," Paulson said.

The new version of the SMA-3 Gulfstream would be designed to duplicate the mission capabilities at lower operating cost of the P3C Orion, E2C Hawkeye and Boeing AWACS aircraft according to Paulson.

X "There exists a substantial worldwide market, including prospective requirements of the U.S. Government, for the new version of the SMA-3 Gulfstream," Paulson said. "The bulk of the market would be those countries that presently operate special mission type of aircraft but whose equipment is quickly becoming obsolete."

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"The SMA-3 Gulfstream will provide a proven and affordable airborne platform capable of carrying sophisticated lightweight detection and surveillance systems, which would be ideal for those countries that are looking for an aircraft with multiple electronic capabilities that is affordable to acquire and operate," Paulson said.

According to Paulson, the total special mission market (worldwide) is in excess of 2000 aircraft which are being used for electronic type missions. Paulson said, "These older aircraft, in addition to being expensive to maintain, have limited capabilities for modern military situations and require extensive training and support equipment. We're confident that the SMA-3 Gulfstream will be a cost-effective replacement and provide the complete mission effectiveness required to conduct these types of missions."

"We have also identified potential categories where our line of Commander Jetprop special mission aircraft could meet the mission requirements. Our research has identified 50 aircraft -- which can be considered obsolete--that Commanders could replace."

Paulson stated that several experienced companies have been invited to discuss integration of systems in the SMA-3 Gulfstream simulation program. Among the companies are Tracor, ITEK, E-Systems, Sanders, GE, Grumman and Chicago Aerial Industries.

The SMA-3 Gulfstream program is a step to broaden the market for the Gulfstream III and reflects the corporation's desire to expand its presence in the predominately military sophisticated special mission market. Production of the SMA-3 Gulfstream is expected to be integrated into the existing Gulfstream III production program.

Gulfstream Aerospace plans to continue its production of the Gulfstream III well into the 1980's. The production program for the recently announced Gulfstream IV business jet is scheduled to begin in the mid-1980's. During this period Gulfstream Aerospace plans to have the Gulfstream III and Gulfstream IV production programs operating simultaneously.

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The SMA-3 Gulfstream demonstrator that will be equipped with the electronic simulation gear features a 6 ft. (1.8m) high, unobstructed 1500 cu. ft. (42.5 cu.m) volume, low sound level cabin and a 63 x 82 inch (160 x 208 cm) cargo door. The SMA-3 is expected to have a 580 mph (504 knot) dash speed and a 50,000 ft. (15,240 m) operating altitude. The aircraft is expected to be capable of more than 8 hours of mission endurance.

Gulfstream II's and III's have a long service history in specialized military and government roles with the U.S. Navy TC-4C weapons system trainer, the NASA Space Shuttle trainer and the Royal Danish Air Force which uses three SMA-3 aircraft for a wide-range of missions including maritime patrol, air and sea rescue and executive transportation.

Gulfstream Aerospace Corporation is a major manufacturer of business, corporate and special mission fanjets and jetprop aircraft at its facilities in Georgia and Oklahoma.

# # #

GAC:36

Contact: Alvin F. Balaban/Brent Gooden  
405/789-5000

The Director of Central Intelligence

Washington, D. C. 20505

Executive Registry

83-4886/1

11 October 1983

Dear Barry,

I found the possibility of an inexpensive airplane suggested in your letter of October 6 most interesting. I would like to have the information you say you can send me and will promptly talk to you to see what we can do about it.

Best wishes.

Yours,

*WJ Casey*  
William J. Casey

The Honorable Barry Goldwater  
United States Senate  
Washington, D. C. 20510

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